



SECRET

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3. Habicht-type vessel [redacted] was scheduled to be handed over to the Sea Police 25X1 on 12 September 1953, [redacted] Boat [redacted] at the Stralsund shipyard for repair to her clutch and her engine mounts which had cracks. Boat [redacted] which was at the Peenewerft in Wolgast for repair of her tappet rods in early September, was expected to participate in the exercises.

[redacted] beginning October 1953, section building of Habicht-type vessels would be resumed.

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4. On her shakedown run, on the Mueggelsee (Mueggel Lake) near Berlin on 8 September 1953, the first Delphin-type vessel made 32 knots without useful load in the presence of Kapitaen Wachsmann (fmu), Kapitaenleutnant Schneider (fmu) and Kapitaenleutnant Thomas (fmu), of the Sea Police Main Administration. The second Delphin-type vessel was scheduled to make her trial runs on the Mueggelsee at noon on 19 September 1953. Admirals Waldemar Verner, Neuenkirchen [redacted] and Scheffler were expected to participate in the shakedown run. The first three Delphin-type boats were due to leave Berlin for the Peenemuende Werft in Wolgast on 21 September 1953. [redacted] this date could not be met. Except for a slight difference in the superstructures, the Delphin-type vessels looked like the two revenue cruisers which had been built by the Yachtwerft in Koepenick [redacted] had been delivered to the border police [redacted]. The Delphin-type vessels had a propulsion plant of two 600-hp Jumo 205 C type 25X1 Diesel engines, a length of 20.40 meters, a beam of between 6 and 7 meters and a draft of 1.25 meters. Twelve Delphin-type vessels and six Tuemmler-type vessels were under construction at Plant A of the Yachtwerft in Koepenick and were scheduled to be completed by 31 December 1953. All Delphin-type vessels built by the Peene Shipyard in Wolgast were equipped with smoke-screening equipment.

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